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We continue to supply large bottles at heretofore free of Extra Charge, to those of our Customers who prefer to have them to the ordinary size.

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SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL Subscriptions must be paid in advance.

BIRTH.

At Shanghai, on the 24th October, the wife of R. R. ENDICOTT, of a daughter.

The Hongkong Telegraph.
HONGKONG, SATURDAY, NOVEMBER 1, 1890.

TELEGRAMS.

FIGHTING IN EAST AFRICA.

LONDON, October 30th.
Rear-Admiral E. R. Fremantle has captured and burned Vitt.

LOCAL AND GENERAL.

Sir G. W. DES VEXES will probably leave England for Hongkong about the 15th of this month. He is in excellent health, we hear.

THE Sunday evening service at St. John's Cathedral will begin at 5.45 p.m. to-morrow, and on succeeding Sundays till further notice.

A REGULAR meeting of Zealand Lodge, No. 535, will be held in Freemasons' Hall, Zealand Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

AN American official school-grammar declares that "you was" is correct, in speaking to one person only, and that "you were" is a vulgar Englishism. Not bad.

THIS day month the electric lighting service will be inaugurated here. The wires—some eleven miles altogether—are already in position, and all that is now required is to put up the lamps.

On Monday evening the Military Mimmers will open their winter season at the Garrison Theatre, the preliminary force being "Sarah's Young Man," followed by the comedy-drama "Alone." A good attendance is certain.

ST. PETER'S SEAMEN'S CHURCH.—The Mission steam-launch *Day Spring* will call alongside vessels homeward bound between 9 and 10.30 a.m. on Sunday to convey men ashore to the 11 o'clock service, returning about 12.30.

"GIROPE-GIROPE" is the piece of resistance at the Theatre Royal this evening, when Miss Plaisted, Mr. Harding, and the rest of "My Sweetheart" company will be glad to receive as many visitors as can conveniently get into the theatre.

"COUNT" Popoff belies his name. A Shanghai contemporary complains that although he was sentenced to be deported on the 23rd September, his departure seems as far off as ever. In the meantime, the ratcatchers are compelled to support such people in idleness.

THREE ruffians charged with garroting and robbing of \$20, a miner who arrived from Singapore yesterday in the steamship *Namchow*, were jailed for a period of six months this morning, by order of Mr. Wise, whose acquaintance they made at the Magistracy to-day.

At Melbourne the other day a Protestant clergyman, who was attending a sick publican, met a well-known priest coming out of the latter's bar-parlour. "Why, father," quoth the former, "what are you doing here?" "Whist!" said his reverence, "this is no place for confession."

THE French gun-boat *Pluvier* arrived this morning from Haiphong. She will return with Mr. Frandin, head of the Tonquin Frontier Delimitation Commission, who has come down from Peking, where he was acting as Secretary of Legation. Besides defining the frontier line he will endeavour to arrange difficulties that have arisen with the Chinese Customs.

THE lawyers of Melbourne have almost unanimously resolved to swear themselves in as special constables. Being themselves the best-protected and also the meanest trades-union on earth they consider it their duty to go out and smash every trades-union except their own. If a riot should arise they will promptly issue forth and charge the mob six-and-eightpence ahead.

MR. Wise ran the rule over a dozen "water rats" at Court this morning, and added sixty Mexican dollars to Her Gracious revenue. In the face of heat of competition the offenders included on board the steamships *Yachan* and *Halksburg*, without the permission of the masters, as soon as they entered the waters of this colony, and the gymnastics cost them \$5 each.

H.M.S. *Rambler*, Commander L. S. Lawson, arrived at Shanghai on the 25th October, and reported as follows:—Engaged in continuation of survey in Chusan Archipelago since leaving Shanghai on September 15th. Ship and boats actively employed principally around Chinkun, Potou, Twa Hwa, Takoa Islands, and outside. Experienced strong N.E. wind. Commanded by H.M.S. *Exeter* off Hobson Islands last night, who had gone to assistance of *Firebrand*, now at Wenchow, short of coals.

A FOOTBALL match under Association rules will be played on Monday next, at 4.30 p.m., on the Race-course, between the Hongkong Football Club and the World. The latter team will wear whites. It is particularly requested that those playing will attend punctually. The following are the teams:—Club—F. C. Dundas (A. & S. H.), F. Vipinos, E. M. Blair, R. E., E. A. Ram, Atkinson, F. Ough, W. Anderson, W. J. Green, J. Armstrong, C. Macdonough, R. J. and Ross Thomson, The World—F. Mailland, W. New, A. Renny, (A. & S. H.), E. B. Shepherd, G. Scott, Denison, J. Markwick, Lieut. D. Baker, A. D. C., Surgeon-Major Barrow, M.S., Lieut. Stewart, R.N., Slade, White, H. Sampson, Duer, Gedge. There will be a tent on the ground as usual.

In order to show the brevity of Volapuk, one and the same sentence is given by a Swiss paper in different languages, and compared with Schleyer's Volapuk:—

English.—The knowledge of one's self has always been the best foundation of all virtue. (14 words.)
German.—Die Kenntnis seiner selbst ist immer die beste Grundlage aller Tugenden gewesen. (12 words.)
Latin.—Cognitio sui ipsius semper optimum fundamentum omnium virtutum fuit. (9 words.)
French.—La connaissance de soi-même a été toujours le meilleur fondement de toutes les vertus. (15 words.)
Italian.—La conoscenza di se stesso è sempre stata il migliore fondamento di tutti le virtù. (15 words.)
Hungarian.—Az önmagam ismeret minden erények legjobbj alappja volt. (6 words.)
Portuguese.—O conhecimento de nos mesmo tem sido sempre o mais bom fundamento de todas as virtudes. (16 words.)
Ba que.—Bere buruaren exagutia berute guden acentura hobena bethin da. (10 words.)
Volapuk.—Itisevam elibnon stabin gudukin tugan valik. (6 words.)

DURING the past fortnight no less than 300,000 piculs of rice have arrived at Canton from the north—Wuhu and Chinkiang. That is owing to the drought prevailing in the province of Kwang-tung, which has resulted in the failure of the second crop of rice. Several steamers are now loading grain at Yangtze ports for the "southern capital," and it is probable, we learn from native sources, that the import of rice at Canton will continue unabated for the next three or four months. Freight, now steady, will probably be up some 20 to 30 per cent by the end of the current month, owing to the increasing demand for it in the sunny south. At present the price of rice at Bangkok is 25 cents per picul, at which figure the quotation is firm. The price of rice itself has risen some 10 to 15 per cent within the past fortnight, and with the advance of winter it will inevitably reach figures which for the lower classes will be well-nigh prohibitive. The Canton authorities, however, have taken time by the forelock, it would seem, and are doing all in their power to reduce the anticipated suffering of the masses as much as possible. The immediate prospects for the multitudes in the densely populated province of Kwangtung are brighter, it may be said, than those of their countrymen in the north, where an over-plus of rain caused disastrous floods which destroyed the crops over so large an area. The lethargy of northern officials stands out in this connection, in glaring contrast to the care and forethought of Mr. Li Han-chang and his subordinates.

EVERY trade in New Zealand has formed a union except the grave-diggers. There are always so many new openings, you see, in their profession.

THE prosecution of Tsang On, for falsely, wickedly, and corruptly committing perjury in his testimony before Mr. Fielding Clarke, Acting Chief Justice, on the 20th ult., was continued, by Mr. Johnson, Crown Solicitor, before Mr. Woodhouse at the Police Court to-day. Mr. Reece defended. After dragging along for two hours, and a half the case was adjourned until Monday.

WHAT is the secret of the length to which financial society and other embroilers are permitted to go in Australia, asks a colonial paper? Simply defective auditing. The average Australian audit is a delusion, a lie, a sham, a fraud, a farce. The auditor, who gets £50 or £500 for what should perhaps be two months' hard work for two first-class men, just looks at the books, signs it all right, and then adjourns for whisky-and-soda with the man who has the books in his pocket.

Oh, my! Here's a "daisy!" Cheung Asan who, since 1876, had done twelve "terms" in Victoria Gaol, was on the "stand" before Mr. Wise at the Police Court to-day, where a witty detective fixed him for returning from banishment. Long imprisonment of the undoped, feeble-minded, he could have done Goldsmith he would have said with the patriot—"Where'er we roam, My first, best country, ever is at home." But he didn't, and the result was that "John" was jailed for another twelve months, with hard labour.

AN Australian lady writer asserts that now the cut of corsets, by giving women the appearance of slender waistedness, has obviated any necessity for tight-lacing, the fashionable lady's struggle for small hips rather than slim waist. Long explanation of the undoped, feeble-minded, form divi on the glowing canvases of numerous picture galleries prompts us to assert that any such struggle must inevitably result in disastrous failure. The feminine waist was used for compression.

THE report which we mentioned on Wednesday of the loss of two vessels belonging to the Peiyang squadron was not altogether unfounded, says the *N. C. Daily News*, for two of the ships had an uncommonly narrow escape. The *Ching-yuan* and a consort were coming down from Vladivostok, when the Armstrong cruiser *Ching-yuan* bumped over the rocks off Cape Brant, her consort running unhurt between the rocks and the Cape. The *Ching-yuan* was very seriously damaged, her stem being broken, her run driven in, a lot of her outer bottom torn away, the inner bottom pierced by the rocks, and one of her propellers stripped of all its blades. She got into port with several compartments full of water, and a very narrow escape of foundering with all on board. She was ordered to come to Shanghai to be docked, after the necessary temporary repairs had been effected. It was little short of a miracle that her consort got through safely; another instance of China's proverbial luck.

THE statistics of the Alice Memorial Hospital for October are as follows:—

In-Patients remaining in Hospital 1st October	68
In-Patients admitted during October	69
Total In-Patients treated	137
Of these there were:	
Discharged cured	44
Discharged relieved	12
Discharged on other grounds	2
Died	2
In-Patients remaining in Hospital 1st Nov.	67
Out-Patients new cases	866
Out-Patients return visits	1180
Total Out-Patients visits	2046
Operations	32
Vaccinations	35
Dental cases	9
Casualty cases	3

THE Duke of St. Albans, who owes his existence to royal debauchery, receives £65 per annum from the British taxpayers as Master Surveyor and Keeper of the Hawks, and he is being bought out by the State for £15,325. The Duke of Hamilton is to be compensated for the abolition of the sinecure office of Keeper of the Palace Gardens of Holyrood by a present of some £10,000 out of the Treasury. The Marquis of Downshire (an infant), a descendant of that reprobate and boon companion of Charles II, and who graciously does nothing at all as Constable of the Port of Hillsborough, in County Down, receives a salary of £543 10s. and will be paid 25 years' purchase as a compensation. Lord Rodney, descendant of the admiral, is the recipient of £2000 a year pension, which has been paid to him and his forerunners for nearly a hundred years. This, it would seem, is not enough, so the Treasury is going to make him a present of some £5,000. Another £2,000 a year pension has been going into the pockets of Lords Exmouth since 1814 for the naval services of one of their progenitors, and the present holder of the title will shortly receive a Treasury cheque for another £54,000. All these locusts have been fattening on the community at large for the whole of their lives without even doing a hand's work in return.

A VERY extensive fire occurred last Saturday afternoon, on the Cemetery Road, Shanghai, just outside the limits of both the English and French Settlements, and close to the junction of the Yang-king-pang and Defence Creeks. The alarm was given at 2 o'clock, and on arriving on the scene, the French Company, who were naturally the first to reach the place, found that the cause of the fire was a large yard, the property of a native dealer in bamboo, where poles and timber, with which articles the yard was stored. The wind was from the north, and the fire took a firm grip of the inflammable materials among which it originated, nothing could be done to prevent it spreading to the neighbouring houses. Great difficulty was experienced in getting water, which had to be taken from the hydrants at the end of the Pakhoi Road, and it was some time before any could be laid on, except what the Chinese poured on with buckets from the Creek. From 8 o'clock onwards were burned altogether, and the destruction would have been even more extensive had not the block been flanked on the windward side by a large piece of waste ground, which perhaps is to be regretted, considering that all the dirty old slaughter houses at Pak-see-jao would have been burned down. Had it not been for the intervention of this waste tract. The property belongs to Akew, the well-known gardener, who is much to be sympathized with in the partial destruction of his garden conservatories, which were of great value, and in which were displayed a magnificent lot of plants. The greatest confusion prevailed among the Chinese living in the locality, and it was truly pitiable to hear the wailing of the poor people looking on at the destruction of their houses. The Cricket Match between the "Fleebles and Duffers," and also the game of baseball in progress on the Recreation Club Ground, were broken up in consequence of a great number of the players having to rush off to the fire. The property was uninsured.

Two residents of this Colony, a Portuguese and a Prince, who were shooting near Chinese Kowloon yesterday, managed to "at" a Chinese boy, 10 years of age. They were asked by native soldiers and detained at the Magistrate's Yamen. The Hongkong authorities have applied for their release.

ADMIRAL Craupaud and the officers of the French Fleet were once entertained at a banquet by the Mayor of Planketank, U.S. The Admiral officiated at the soup, and his first gulp with the ladle fished up a frog. "Sic! Vat is dis?" "Oh," said the Mayor, "we thought you liked 'em." There's forty in the bowl."

THE exploitation of the Red River has given trade in Tonquin a great impetus. On the 21st ult. 25 junks, laden with goods valued at \$140,000, left Hanoi for Yunnan, although about a week before an even larger consignment had been sent up, and a similar amount was to follow about the end of the month. This means millions of dollars a year profit—if the stuff sells.

THE tides at Woosung have been very low recently, and some of the steamers have experienced considerable delay in getting out. The *Macao* came over the bar on the morning of the 25th ult., with an inch to spare, and the *Szechow*, *Woosung* and *Taitung* only got out next day, the former having been detained since Tuesday evening. On Saturday morning the *Woosung* Harbour-master's signals showed only 6 on the bar, which is as low as it has been for a long time.

COMPLAINTS have occasionally reached us for some time past as to the objectionable—not to say indecent—way in which the arrangements for funerals are carried out by the local firm of undertakers. This morning a strongly worded complaint was sent in which we cannot altogether ignore. A highly-respected member of the community was interred yesterday afternoon, and to the disgust of the large number of gentlemen who attended at the Cemetery, the bier was borne by half-dozen Malay sailors, apparently hired in Lascar Row! A very frequent eye-sore is the sight of the hearse passing through the streets with one Chinaman, smoking a short pipe, driving, and another clinging, like a magnified death's head, to the back. Properly-organised competition would quickly do away with such an ill-directed monopoly.

THE Australian steamship owners and their associates have fairly thrown down the gauntlet. They have decided to hold no communication with anyone who speaks of "blackleg." "Blacklegs" they will term "free labour." In a word, they will call Black, "White." In other respects also there is a menacing of matters. They will employ no officer connected with the labour unions. They are going to break the union, and will at the end of the strike re-employ no unionist whose places they have succeeded in filling by a traitor to the cause of labour. The *Bulletin* assumes that this can only be done by importing labour to replace the unionists. The time has therefore distinctly arrived when federated labour should make a definite move to make its friends and enemies in Parliament declare themselves. Let a resolution be submitted to the New South Wales Assembly affirming that the Government shall justly bring in a Bill to make all contracts to labour in New South Wales, made beyond the seas, null and void; let the labour-party circulate Parliament to the effect that every member is expected to be in his seat to vote on the resolution—and then let every man who votes against it, or who refuses to vote, be removed from office by the solid labour-vote until his day is done. That is the test-question of the present hour, and the best means of bringing the labour question into the Parliamentary arena. Australian labour can be subjugated by the importation of foreign blacklegs just as easily as it could be subjugated by the importation of horse, foot, and artillery. Now, don't you forget it!

CRICKET.

H.K. C. C. V. THE NAVY.

The match between the H.K. C. C. and the Navy, commenced yesterday, was a "first" as far as that branch of the Service is concerned. The Club morphosed the wicket yesterday afternoon, and punished the bowling terribly, eight of the batsmen reaching double figures, whilst Capt. Dunn, the Club's new "colt," raised almost half a century off his invincible bat with the splendid record of 120. The first trio of the Naval eleven—Heugh, Lashmore, and Herbert—promised well, totalling 92, but the rest were all abroad, the score at the conclusion, shortly after 11, only reaching 125. The follow-on innings only panned out 79, leaving the Club victors by an innings and 77 runs. The scores were as follows:—

First Innings.	Second Innings.
1. Capt. Dunn, 120	1. Blair, 7
2. Lashmore, 66	2. Lashmore, 10
3. Herbert, 66	3. Blair, 10
4. Lashmore, 66	4. Blair, 10
5. Lashmore, 66	5. Blair, 10
6. Lashmore, 66	6. Blair, 10
7. Lashmore, 66	7. Blair, 10
8. Lashmore, 66	8. Blair, 10
9. Lashmore, 66	9. Blair, 10
10. Lashmore, 66	10. Blair, 10
11. Lashmore, 66	11. Blair, 10
12. Lashmore, 66	12. Blair, 10
13. Lashmore, 66	13. Blair, 10
14. Lashmore, 66	14. Blair, 10
15. Lashmore, 66	15. Blair, 10
16. Lashmore, 66	16. Blair, 10
17. Lashmore, 66	17. Blair, 10
18. Lashmore, 66	18. Blair, 10
19. Lashmore, 66	19. Blair, 10
20. Lashmore, 66	20. Blair, 10
21. Lashmore, 66	21. Blair, 10
22. Lashmore, 66	22. Blair, 10
23. Lashmore, 66	23. Blair, 10
24. Lashmore, 66	24. Blair, 10
25. Lashmore, 66	25. Blair, 10
26. Lashmore, 66	26. Blair, 10
27. Lashmore, 66	27. Blair, 10
28. Lashmore, 66	28. Blair, 10
29. Lashmore, 66	29. Blair, 10
30. Lashmore, 66	30. Blair, 10
31. Lashmore, 66	31. Blair, 10
32. Lashmore, 66	32. Blair, 10
33. Lashmore, 66	33. Blair, 10
34. Lashmore, 66	34. Blair, 10
35. Lashmore, 66	35. Blair, 10
36. Lashmore, 66	36. Blair, 10
37. Lashmore, 66	37. Blair, 10
38. Lashmore, 66	38. Blair, 10
39. Lashmore, 66	39. Blair, 10
40. Lashmore, 66	40. Blair, 10
41. Lashmore, 66	41. Blair, 10
42. Lashmore, 66	42. Blair, 10
43. Lashmore, 66	43. Blair, 10
44. Lashmore, 66	44. Blair, 10
45. Lashmore, 66	45. Blair, 10
46. Lashmore, 66	46. Blair, 10
47. Lashmore, 66	47. Blair, 10
48. Lashmore, 66	48. Blair, 10
49. Lashmore, 66	49. Blair, 10
50. Lashmore, 66	50. Blair, 10
51. Lashmore, 66	51. Blair, 10
52. Lashmore, 66	52. Blair, 10
53. Lashmore, 66	53. Blair, 10
54. Lashmore, 66	54. Blair, 10
55. Lashmore, 66	55. Blair, 10
56. Lashmore, 66	56. Blair, 10
57. Lashmore, 66	57. Blair, 10
58. Lashmore, 66	58. Blair, 10
59. Lashmore, 66	59. Blair, 10
60. Lashmore, 66	60. Blair, 10
61. Lashmore, 66	61. Blair, 10
62. Lashmore, 66	62. Blair, 10
63. Lashmore, 66	63. Blair, 10
64. Lashmore, 66	64. Blair, 10
65. Lashmore, 66	65. Blair, 10
66. Lashmore, 66	66. Blair, 10
67. Lashmore, 66	67. Blair, 10
68. Lashmore, 66	68. Blair, 10
69. Lashmore, 66	69. Blair, 10
70. Lashmore, 66	70. Blair, 10

THE OVERCROWDING QUESTION.
At the fortnightly meeting of the Sanitary Board yesterday afternoon a few nuisances were squared up, after which, in reference to the report of the Overcrowding Committee, Mr. Francis said:—I find, on looking at the Ordinance and communicating with one of the members of Committee, that the Board have not in its power at the present moment to take any step in connection with this report. The Ordinance cannot be put into force by the Board until in some shape or another His Excellency the Governor, in Council has authorised the rules relating to overcrowding to be applied to some section of the city, so that the only thing we can do is to forward the report to the Government with certain recommendations. With the permission of the Board, therefore, I will withdraw the motion which I gave notice at last meeting, and will move instead—"That the Board adopt the Committee's report on overcrowding, and forward it to the Colonial Secretary with the

recommendation that the Government commence taking steps as soon as possible for the abatement of overcrowding. Further, that the Board will be glad to know as early as practicable which, if any, of the methods suggested in the report the Government are prepared to adopt."

The Colonial Surgeon seconded, and the motion was carried.

Mr. Francis.—In connection with this matter, although there are so few members present, I should like to move a vote of thanks to the gentlemen who composed the Committee for the very great labour they have expended and the valuable report they have presented to us.

The President.—If the Colonial Surgeon had not seconded the resolution I should have had very great pleasure in doing so myself. I have read the report with great interest. I think, perhaps, that the most valuable part is the addenda, and only those who have an idea of the ground it covers can realise the vast amount of labour which has been taken in the preparation of this report. The subject is a very important one, and personally I trust that steps will be promptly taken for remedying the evils complained of. It appears to me that this is a very favourable time for taking action in the matter. As is well known, there are a great many vacant houses towards the extremities of the town, while the central districts are very much overcrowded; and if, by judicious action, pressure could be brought to bear gradually to induce some of those who have insufficient accommodation in the crowded portion of the city to move to the eastern and western extremities, I think great good would result. Although perhaps, the houses now vacant will not be sufficient to house the surplus population, I have very little doubt in my own mind that if this action were taken, the demand for more houses would soon be supplied, and that a great reform might be worked out without inflicting particular hardship on anyone.

The resolution was then put and carried unanimously.

Mr. Edg.—On behalf of my colleagues and myself, I may say that we are much obliged for the complimentary remarks that have been made but we must not take all the credit to ourselves, for our Secretary has done a great deal of work. As the President has rightly called it, the hardest work—namely, the tabulation and calculation of statistics which enabled us to prepare our report—was done by him, and therefore considerable credit is due to him.

CHESNEY DUNCAN,
Hon. Secretary,
British Mercantile Marine Officers' Association, Hongkong.

(Copy.)
HONGKONG GENERAL CHAMBER OF COMMERCE.
Hongkong, 31st October, 1890.

Captain S. ASHTON,
President,
British Mercantile Marine Officers' Association, Hongkong.

DEAR SIR.—The Committee of the Hongkong Chamber of Commerce have given most careful consideration to the subject of Sunday Labour in this harbour, which your deputation brought so forcibly to their notice at the interview held on 17th inst. To assist them in coming to a conclusion, based on the widest views, the principal Members of the Chamber interested in the shipping of the Colony, were invited to meet the Committee to discuss the subject.

The unanimous opinion of those present was that it would be impracticable to ask the Government, as you desired, to legislate specially to stop Sunday work in this harbour—the restriction being applied to vessels of all nationalities.

The Committee are of opinion that the Government could not legislate for the complete suppression of Sunday labour in this Harbour as the questions involved are very serious and would affect seriously all the shipping interests of the Colony, and particularly the large Chinese population connected therewith. Indeed if such a recommendation was formulated by the Chamber of Commerce the Committee are of opinion the Government would not legislate in the direction sought by your body.

The Committee look upon the question as one that rests solely between employers and employees. But they are pleased to state that during the discussion which ensued at the meeting a strong opinion was evinced that all European supervision for the loading and discharging of cargo during Sunday, by vessels engaged in the local coast trade, could be dispensed with if the local coast trade officers could be persuaded to officiate. It therefore rests with individual officers in the Coast trade to seek that privilege from their respective employers.

With regard to Ocean Steamers, as distinguished from Coast, the matter appears to the Committee to be somewhat different. The incidence of Sunday work on officers in those services is less frequent than with the Coast. They may, and no doubt frequently do, escape Sunday in this port. While on the average duration of an Ocean voyage may be 4 months, an occasional Sunday work in Hongkong does not appear to the Committee to present an intolerable burden to officers. With Ocean vessels touching at Hongkong the working of cargo in port on all days, must be considered one of the incidents of the voyage. Hongkong presents some peculiarities: It is not a terminus, the bulk of its Ocean traffic ends at Shanghai, where "bar" obstacles are met, and the loss of a day in Hongkong might lead to most serious pecuniary sacrifice to shippers.

Professor J. E. Thorold Rogers, Professor of Political Economy, Oxford, is dead.
LONDON, October 14th.

It is officially stated here that British gunboats have ascended the Zambezi notwithstanding the protest of the Portuguese authorities.

MLBOURNE, October 15th.

Sir Henry Parkes, Premier of New South Wales, speaking in the Sydney Parliament, said that the strike was as disastrous to the colony as a bombardment, and that the country would suffer less at the hands of an enemy.

TIENTSIN AND TAKU.

(FROM OUR CORRESPONDENT.)

October 22nd, 1890.

On the afternoon of the 22nd instant, the steamship *Faiching*, while bound out over Taku Bar, got on shore on the South Bank, nearly half-way between the Inner Buoy and the Black Buoy. The wind was strong from the N.E. and the tide that day was 11 feet 6 in. Up to the present time she has not been got off, although every effort has been made to do so. Her cargo has been discharged, coal taken out, cable chains run on, and two tow-boats towing, but all no use. On the night of the 20th and morning of the 21st the Company's steamship *Scima* and *Kai Tai* were towing at her, but no use, as the water on the Bar was only 10 feet. She is not likely to get off until the spring tides. The steamship *Scima* will take on her cargo and passengers to-day.

Mr. W. Grant, superintendent of the Imperial Naval Dock at Taku, has been sent to Port Arthur for the purpose of docking one of the men-of-war at the New Docks at that port. This will be the first vessel to be docked in that place.—*Mercury*.

HOW THE CHINAMAN WILL CONQUER.

The *Bulletin* publishes a long and interesting letter, from a half-Chinese gentleman from which it makes the following extracts:—

Your leader of 26th July bears the heading, "Will the Chinese overrun the world?" Now, although your paper is run on anti-Chinese lines, and I, your truly, am a half-Chinese, you might like to become acquainted with my opinions on the subject. I state them concisely. I take no notice of the fact that the usual signs bestowed on Chinamen in your semi-serious paragraphs are "leper," "heathen," "Chow," etc., because, firstly, you write good and sensible letters, and, secondly, the Chinese will affect their future just as much as the barking of a dog at the moon influences a tidal wave. If I have read the article in question right, you assume the position to be this—That the Chinese are bound to mix with the other races of the earth; will the fusion be the result of a Chinese conquest or a conquest of the Chinese, or will it be effected gradually and peacefully? My opinion is that the inevitable fusion will be effected partly by a Chinese conquest, and in a greater degree peacefully and quietly.

The Chinese have been, and are still, at the bottom, an essentially warlike and conquering people. The ideas entertained by Europeans 30 or 40 years ago that Chinese were useless as soldiers have now been dissipated. Read any of the books bearing on and treating of the Taping Rebellion, or the late Franco-Chinese war, and you will cease to doubt that Chinese soldiers are made of stern stuff. Gordon thought them and found them to be of first-class quality. And does not the fear—ever growing among European nations—that the Chinese will yet enter on a career of conquest, spring from an instinctive recognition of their latent military possibilities? How is it that Europeans never discuss the probability of the teeming millions of India conquering the world? The answer is that they know the majority of the natives of India are "not built that way." Nevertheless, I do not think that unless guided by national instincts, or unless, to use M. Hue's words, a "Tchengis or a Timur once more appears," the Chinese will ever enter on a career of worldwide conquest. Outlying and adjacent Asiatic races and countries they will probably rather inevitably assimilate, conquer, and annex. The Malay Archipelago will almost certainly be theirs, nominally and virtually. But further, in a military sense, I do not think they will go.

It is true of the Chinese "That the common sense of most holds a fearful realm in awe." The Chinese are, in their own way, a well-educated people, and read extensively. All their writings and philosophies decry and denounce war as unnatural and undesirable, as well as mostly unnecessary. These arguments are specially applied to wars undertaken for purposes of conquest or to acquire military glory. These reasons, operating for centuries, must have, and have had, considerable influence over an educated people like the Chinese. Therefore, all Chinese Governments for centuries past have adopted, in theory at least and very often in practice, the view of the national philosopher, who declared that "the glory of the most splendid victory is but the light from a conflagration."

Now, why do I consider that the ultimate fusion of races will be effected on the whole peacefully? Because the Chinaman is so (if I may here apply the word) omnivorous in the matter of women. Place him where you will, among the Indian women of British Columbia, in the Mauritius, in Africa, in the Sandwich Islands, in Malaysia—in fact amongst women of any race, he, to use a colloquialism, "tackles them all." Of the readiness of Caucasian women to assimilate or rather to permanently mate with the Chinaman hundreds of young fellows like myself are living and undoubted testimony. All Oriental lovers of women, and the Chinaman has the additional advantage in that he has no prejudices whatever. And to the Chinaman's credit, and to that of his Government, let this be said: He values his progeny, no matter from what race or manner of woman begotten; and to his children, especially his heirs male, the Chinese Empire opens its arms, claiming them as her children, and ready and anxious, if they have any ability whatever, to enlist them in her service.

It is no use denying that Caucasian women are ready to mix with Chinamen. Although in the Australian Colonies, as in some of the higher and more secluded classes of their race, and suffer under a kind of social ban, European women (perhaps from the curiosity natural to the sex) in abundance mix and mate with Chinese. It is the old form of the forbidden fruit! Depend upon it, the man who wrote Genesis (this with all respect to female nature, I have occasionally heard Chinese who have served in high-class houses and families unfold tales funnier than their own. Nature has blessed yours truly with a countenance which might belong to Slinging Bull, a Spaniard, an Arab or an Italian, Italian, vendor, and fit any of them naturally. In my travels I have often endeavored to make my somewhat hard-to-fix-on nationality. My outspoken reply that I am a Chinaman never seems to bar me from their good graces—any, it seems to act otherwise. Therefore I say that women of all races being ready to smile on Chinamen, and that Chinamen being equally ready to look with favour on all races of women, together with the number of Chinese and their peculiarities of being

able to live in any climate leads me to believe that the ultimate fusion of races, so far as the Chinese are concerned, will be more peaceful than, perhaps, may at first sight be expected. So much for the Chinaman.

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CHINA COAST METEOROLOGICAL REGISTER.

31st October, 1890.—At 4 p.m.									
STATION.	Barometer at Sea Level.	Thermometer.	Humidity.	Wind.	Direction.	Force.	Weather.	State of Sky.	Remarks.
Whitlock.	30.35	46	75	SW	1	1	Cloudy	1	
Taiwan.	30.35	46	75	SW	1	1	Cloudy	1	
Shanghai.	30.35	46	75	SW	1	1	Cloudy	1	
Amoy.	30.35	46	75	SW	1	1	Cloudy	1	
Swatow.	30.35	46	75	SW	1	1	Cloudy	1	
Keelung.	30.35	46	75	SW	1	1	Cloudy	1	
Keelung.	30.35	46	75	SW	1	1	Cloudy	1	
Keelung.	30.35	46	75	SW	1	1	Cloudy	1	
Keelung.	30.35	46	75	SW	1	1	Cloudy	1	
Keelung.	30.35	46	75	SW	1	1	Cloudy	1	

1st November, 1890.—At 10 a.m.

STATION.	Barometer at Sea Level.	Thermometer.	Humidity.	Wind.	Direction.	Force.	Weather.	State of Sky.	Remarks.
Whitlock.	30.35	46	75	SW	1	1	Cloudy	1	
Taiwan.	30.35	46	75	SW	1	1	Cloudy	1	
Shanghai.	30.35	46	75	SW	1	1	Cloudy	1	
Amoy.	30.35	46	75	SW	1	1	Cloudy	1	
Swatow.	30.35	46	75	SW	1	1	Cloudy	1	
Keelung.	30.35	46	75	SW	1	1	Cloudy	1	
Keelung.	30.35	46	75	SW	1	1	Cloudy	1	
Keelung.	30.35	46	75	SW	1	1	Cloudy	1	
Keelung.	30.35	46	75	SW	1	1	Cloudy	1	
Keelung.	30.35	46	75	SW	1	1	Cloudy	1	

HONGKONG TEMPERATURE.

Barometer at Sea Level.	Thermometer.	Humidity.	Wind.	Direction.	Force.	Weather.	State of Sky.	Remarks.
30.35	46	75	SW	1	1	Cloudy	1	
30.35	46	75	SW	1	1	Cloudy	1	
30.35	46	75	SW	1	1	Cloudy	1	
30.35	46	75	SW	1	1	Cloudy	1	
30.35	46	75	SW	1	1	Cloudy	1	
30.35	46	75	SW	1	1	Cloudy	1	
30.35	46	75	SW	1	1	Cloudy	1	
30.35	46	75	SW	1	1	Cloudy	1	
30.35	46	75	SW	1	1	Cloudy	1	
30.35	46	75	SW	1	1	Cloudy	1	

Today's Advertisements.

THEATRE ROYAL
CITY HALL, HONGKONG.

GRACIE PLAISTED'S "MY SWEET-HEART" COMPANY.

TO-NIGHT,
SATURDAY, 1st November,
Offenbach's Comic Opera
"GIROFLE GIROFLA."

TUESDAY NEXT, the 4th November,
"OUR BOYS."

THURSDAY NEXT, 6th November,
"LA PERICHOLE."

SATURDAY NEXT, 8th November,
"MARTIANA,"
assisted by some of the
Leading Hongkong Amateurs.

Box Plan at Messrs. KELLY & WALSH'S.
CHAS. HARDING,
Manager.

ZETLAND LODGE,
No. 325.

A REGULAR MEETING of the above
Association will be held in the
FARMERS' Hall, 2nd Floor, THIS EVENING,
the 1st inst. at 8.30 for 9 O'CLOCK precisely.
Visiting Brethren are cordially invited.
Hongkong, 1st November, 1890. [1497]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND
CALCUTTA.

THE Company's Steamship
"WINGSANG,"
Captain Ste. Croix, will be despatched as above
on THURSDAY, the 6th inst., at 3 p.m.

This steamer has superior first class accom-
modation specially constructed to meet the
requirements of tropical climates.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

HONGKONG, 1st November, 1890. [1511]

NOTICE.
MR. MAHOMEDBOY FUCKEERANY
being about to proceed to Bombay, Mr.
BOOMARDHOY MUVIEE, assumes Charge
of any business from this date, and is authorized
to sign the Firm to Hongkong and China.
EABRAHIMBOY PARANEY.
Hongkong, 1st November, 1890. [1512]

HONGKONG TRADING CO., LTD.,

(LATE THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.)

NOW SHOWING.
AN ENTIRELY NEW STOCK OF
GENTLEMEN'S

HATS. CAPS. HATS.

Hosiery (Winter) Hosiery.
LATEST NOVELTIES.

HONGKONG TRADING CO., LTD.
(Late THE HALL & HOLTZ Co. C., Ltd.)
Hongkong, 1st November, 1890.

MARINE HOTEL

HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports, that
THE MARINE HOTEL is NOW OPEN.

THIS FIRST-CLASS HOTEL is situated on the Praya West, opposite the Old P. & O. Wharf, and is newly built after the designs of the Largest European Hotels—the BEDROOMS, BATH-ROOMS, &c., are commodious, well ventilated, and well furnished, and are suitable for Single or Married Persons. The DINING ROOM is large and looks on the Harbour. The TABLE D'HOTE will be supplied with the best of the market can provide. The BAR and BILLIARD ROOMS are on the Ground Floor, and are fitted up in superior style. ENGLISH and AMERICAN TABLES.

WINE and LIQUORS of the best qualities and Brands only will be supplied. The Undersigned therefore begs the patronage of the Public, hoping to give every satisfaction.
JAS. EDWARDS, Proprietor.
Hongkong, 11th August, 1890. [1476]

Today's Advertisements.

THE CHINA SHIPPERS' MUTUAL
STEAM NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI, KOBE & YOKOHAMA.
THE Company's Chartered Steamship
"ANTONIO,"
Marshall, Commander, will be despatched
as above on or about the 8th inst.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 1st November, 1890. [1510]

STEAM TO YOKOHAMA, VIA NAGASAKI
AND KOBE.
(Passing through the INLAND SEA.)
THE P. & O. S. N. Co.'s Steamship
"ANCONA,"
Captain W. D. Mudge, will leave for the above
places, on FRIDAY, the 14th instant, at
DAYLIGHT.

E. L. WOODIN,
Superintendent.
Hongkong, 1st November, 1890. [1513]

STEAM TO SHANGHAI.
THE P. & O. S. N. Co.'s Steamship
"MIRZAPUR,"
Captain R. Harvey, will leave for the above
place about 24 hours after her arrival here with
the outward English mails.

E. L. WOODIN,
Superintendent.
Hongkong, 1st November, 1890. [1514]

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN,
ISMALIA, PORT SAID, MALTA,
GIBRALTAR, MARSEILLES, BRIN-
DISI, TRIESTE, VENICE,
PLYMOUTH, AND
LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA AND
AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR BATAVIA, PERSIAN
GULF PORTS, MARSEILLES, TRIESTE, HAM-
BURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
"ROSETTA," Captain E. Crew, with Her
Majesty's Mails, will be despatched from this
for LONDON VIA BOMBAY, AND SUEZ
CANAL, on THURSDAY, the 13th instant, at
NOON.

Cargo will be received on board until 4 p.m.
Parcels and Specie (Gold) at the Office until
4 p.m., on the day before sailing.
Silk and Valuables for Europe will be trans-
shipped at Colombo; General Cargo for
London will be conveyed via Bombay
without transshipment, arriving one week later
than by the ordinary direct route via Colombo.
Tea will be sent either via Bombay or
Colombo, according to arrangement.

For further particulars regarding FREIGHT and
PASSAGE apply to the PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY'S Office, Hong-
kong.

The Contents and Value of Packages are re-
quired to be declared prior to shipment.
Shippers are particularly requested to note
the terms and conditions of the Company's
Black Bills of Lading.

The Steamer takes Cargo and Passengers for
Marseilles.
E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 1st November, 1890. [1515]

CHINA FIRE INSURANCE COMPANY,
LIMITED.

ADJUSTMENT OF BONUS FOR THE
YEAR 1889.

SHAREHOLDERS are hereby requested to
send in to this Office a List of their Con-
tributions of Premia for the year ending 31st
December last, in order that the proportion of
Profit for that year to be paid as Bonus to Con-
tributors may be arranged. Returns not sent
in before the 30th instant, will be made up by
the Company, and no subsequent claims or
alterations will be allowed.
By order of the Directors,
JAS. B. COUGHTRIE,
Secretary.

HONGKONG, 1st November, 1890. [1516]

Intimations.

NOTIFICATION.
BRITISH NORTH BORNEO & LABUAN.
REVENUE FARMS FOR 1891.

THE Government are prepared to receive
Tenders for the following Farms for 1891.

1. The Opium Farm.—Including the sole
right to import raw or manufactured Opium for
consumption in the Colony of Labuan and its
Dependencies, and in the State or District of
British North Borneo to which the Farm applies,
and to prepare and sell and or to license others
to prepare and sell Opium, Chandoo and Opium
Dross.

The Regulations governing the Farm are
contained in Labuan Ordinance No. 11, of 1871,
and in British North Borneo, and in Notifi-
cation No. 111 of 1889.

The Maximum retail prices allowed by the
Regulations are as follows:—

Tons.	Chees.	Hoons.	Not more
1	2	0	1000
2	3	0	500
3	4	0	100
4	5	0	50
5	6	0	25
6	7	0	12
7	8	0	6
8	9	0	3
9	10	0	1
10	11	0	0
11	12	0	0
12	13	0	0
13	14	0	0
14	15	0	0
15	16	0	0
16	17	0	0
17	18	0	0
18	19	0	0
19	20	0	0
20	21	0	0
21	22	0	0
22	23	0	0
23	24	0	0
24	25	0	0
25	26	0	0
26	27	0	0
27	28	0	0
28	29	0	0
29	30	0	0
30	31	0	0
31	32	0	0
32	33	0	0
33	34	0	0
34	35	0	0
35	36	0	0
36	37	0	0
37	38	0	0
38	39	0	0
39	40	0	0
40	41	0	0
41	42	0	0
42	43	0	0
43	44	0	0
44	45	0	0
45	46	0	0
46	47	0	0
47	48	0	0
48	49	0	0
49	50	0	0
50	51	0	0
51	52	0	0
52	53	0	0
53	54	0	0
54	55	0	0
55	56	0	0
56	57	0	0
57	58	0	0
58	59	0	0
59	60	0	0
60	61	0	0
61	62	0	0
62	63	0	0
63	64	0	0
64	65	0	0
65	66	0	0
66	67	0	0
67	68	0	0
68	69	0	0
69	70	0	0
70	71	0	0
71	72	0	0
72	73	0	0
73	74	0	0
74	75	0	0
75	76	0	0
76	77	0	0
77	78	0	0
78	79	0	0
79	80	0	0
80	81	0	0
81	82	0	0
82	83	0	0
83	84	0	0
84	85	0	0
85	86	0	0
86	87	0	0
87	88	0	0
88	89	0	0
89	90	0	0
90	91	0	0
91	92	0	0
92	93	0	0
93	94	0	0
94	95	0	0
95	96	0	0
96	97	0	0
97	98	0	0
98	99	0	0
99	100	0	0

2. The Spirit Farm.—Including the sole right
to import and to sell and or to license others to
import and sell Chinese Wines and Spirituous
Liquors of Chinese manufacture, and the sole
right to sell and or to issue retail and wholesale
licenses to sell all other Wines, Beer and
Spirituous Liquors.

Professor J. E. Thorold Rogers, Professor of Political Economy, Oxford, is dead.
LONDON, October 14th.
It is officially stated here that British gunboats have ascended the Zambezi notwithstanding the protest of the Portuguese authorities.

MALBOURN, October 15th.
Sir Henry Parkes, Premier of New South Wales, speaking in the Sydney Parliament, said that the strike was as disastrous to the colony as a bombardment, and that the country would suffer less at the hands of an enemy.

TIENTSIN AND TAKU.

(FROM OUR CORRESPONDENT.)

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On the afternoon of the 12th instant, the steamship *Felicia*, while bound over Taku Bar, got on shore on the South Bank, nearly half-way between the Inner Buoy and the Black Buoy. The wind was strong from the N.E. and the tide that day was 11 feet 6 in. Up to the present time she has not been got off, although every effort has been made to do so. Her cargo has been discharged, coal taken out, cables run out, and two tow-boats towed, but all in vain. On the night of the 20th and morning of the 21st the Company's steamship *Feima* and tug *Kai-tai* were towing at her, but no use, as the water on the Bar was only 10 feet. She is not likely to get off until the spring tides. The steamship *Feima* will take on her cargo and passengers to-day.
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31st October, 1890.—At 4 p.m.

STATION.	Barometer.	Thermometer.	Humidity.	Direction and Force of Wind.	Direction and Force of Surface Current.	Direction and Force of Under Current.	Direction and Force of Tidal Current.
Wai-luen-tsook.	30.05	45	85	SE 1/2 E	1	1	1
Tai-yeung.	30.05	45	85	SE 1/2 E	1	1	1
Wai-luen-tsook.	30.05	45	85	SE 1/2 E	1	1	1
Tai-yeung.	30.05	45	85	SE 1/2 E	1	1	1
Wai-luen-tsook.	30.05	45	85	SE 1/2 E	1	1	1
Tai-yeung.	30.05	45	85	SE 1/2 E	1	1	1
Wai-luen-tsook.	30.05	45	85	SE 1/2 E	1	1	1
Tai-yeung.	30.05	45	85	SE 1/2 E	1	1	1
Wai-luen-tsook.	30.05	45	85	SE 1/2 E	1	1	1
Tai-yeung.	30.05	45	85	SE 1/2 E	1	1	1
Wai-luen-tsook.	30.05	45	85	SE 1/2 E	1	1	1
Tai-yeung.	30.05	45	85	SE 1/2 E	1	1	1
Wai-luen-tsook.	30.05	45	85	SE 1/2 E	1	1	1
Tai-yeung.	30.05	45	85	SE 1/2 E	1	1	1
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Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "GAELIC"

will be despatched for San Francisco, via Yokohama, on MONDAY, the 3rd November, at 1 P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class fares granted as follows:—

To San Francisco and return, 393.75

To San Francisco and return, 393.75

To Liverpool, 325.00

To London, 325.00

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific, or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China, or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular invoices to accompany cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Sailed 27th October, 1890.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship "CHINA"

will be despatched for SAN FRANCISCO, via YOKOHAMA, on THURSDAY, the 13th Nov., at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Overland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class fares granted as follows:—

To San Francisco, 325.00

To San Francisco and return, 393.75

To Liverpool, 325.00

To London, 325.00

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific, or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China, or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular invoices to accompany cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Sailed 25th October, 1890.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

NEW YORK, BOSTON, NEW ORLEANS, and other ports.

Mails.

CANADIAN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1890.

(Subject to Alteration).

BATAVIA..... FRIDAY..... Nov. 14th.

ABYSSINIA..... THURSDAY..... Dec. 4th.

PARTHIA..... THURSDAY..... Dec. 25th.

BATAVIA..... SUNDAY..... Jan. 25th.

ABYSSINIA..... THURSDAY..... Feb. 19th.

THE Steamship "BATAVIA"

Captain Williamson, sailing at NOON, on FRIDAY, the 14th November, will proceed to VANCOUVER, via SHANGHAI, INLAND SEA, KOBE, and YOKOHAMA.

RATES OF PASSAGE.

FROM HONGKONG, FIRST CLASS.

To Vancouver and Victoria, \$210.00

To Port Townsend, Seattle, Tacoma, \$210.00

To Portland, Oregon, \$210.00

To Winnipeg, Minneapolis, St. Paul, \$210.00

To Chicago, Kansas City, Milwaukee, \$210.00

To St. Louis, Detroit, Cincinnati, \$210.00

To Hamilton, Kingston, London (Ont.), \$210.00

Ottawa, Toronto, Montreal, New York, Albany, Buffalo, Niagara, \$210.00

Falls, Baltimore, Philadelphia and Washington, \$210.00

To Quebec, Boston, Portland (Maine), \$210.00

To Halifax, St. John's, \$210.00

To Liverpool, \$210.00

To London, via Liverpool, \$210.00

To Paris and Bremen, \$210.00

To Havre and Hamburg, \$210.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Return Tickets.—First and second class only.—Prepaid return tickets to Pacific Coast Ports, and to Eastern and Interior Points of Canada and U.S.A. will be granted, available for—

6 months at 25 per cent. off Return Fare.

3 months at 50 per cent. off Return Fare.

(Time is reckoned from the date of landing to date of re-embarkation at Vancouver.)

Passengers to Pacific Coast Ports and to Interior and Eastern Points of Canada and U.S.A. not holding prepaid return tickets but who re-embark within 12 months from date of landing at Vancouver will be allowed 10 per cent. off the return fare.

Prepaid return tickets to European points will be issued available for 12 months at double fares (Mexican Dollars).

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B. C.

Parcels must be sent to our Office with address marked in full by 4 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents, Hongkong.

Sailed 27th October, 1890.

THE STANDARD

A SCOTTISH LIFE OFFICE OF 64 YEARS STANDING, AND ONE OF THE WEALTHIEST AND MOST PROGRESSIVE OF THE PROVIDENT INSTITUTIONS OF THE UNITED KINGDOM.

THE Standard has a long record of good services to refer to; its Funds, annually increasing, amount to £7,000,000 Stg.; the Premiums are moderate; and all modern features consistent with safety have been adopted.

ADAMSON, BELL & Co., Agents, Hongkong.

q82-6

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & Co., Agents, Hongkong.

Hongkong, 1st July, 1889.

[56]

GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.

REUTER, BROCKELMANN & Co., Agents, Hongkong.

Hongkong, 1st July, 1889.

[57]

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.

HEAD OFFICE, No. 2, QUEEN'S ROAD WEST, Hongkong, 1st February, 1882.

[217]

GENERAL NOTICE.

FIRE INSURANCE COMPANY, LIMITED.

\$533,333-33

\$118,000.00.

ON, Esq.

Intimations.

Notice to Consumers

THE PREPARATIONS OF L. LEGRAND ORIZA-PERFUMERY

11, Place de la Madeleine, PARIS

Formerly 207, Rue Saint-Honoré

Such as: ORIZA-OIL, ESS. ORIZA, ORIZA-LACTÉ, CRÈME-ORIZA

ORIZA-VELOUTÉ, ORIZA-TONICA, ORIZALINE, ORIZA-SOAP

HAVE BEEN SUCCESSFUL IN OBTAINING THE PATRONAGE OF THE PUBLIC BECAUSE:

1° Their manufacture is supervised with the greatest care;

2° Their qualities are unalterable and their perfumes sweet.

As, in order to profit by their great reputation, the Oriza preparations have been counterfeited

we warn Consumers not to let themselves be deceived.

The GENUINE PREPARATIONS are sold by all respectable Perfumers and Druggists.

Illustrated Catalogue sent from Paris post-free.

NO MORE TOOTH ACHE.

USE
the Dentifrice, Elixir, Powder and Paste
OF THE
R.R.P.P. BENEDICTINES

of the ABBEY OF SOULAC (Gironde, France)
DOM MAGUELONNE, Prior
2 GOLD MEDALS: Brussels 1880—London 1884
THE HIGHEST REWARDS
AWARDED 1373, 1873, 1889

The daily use of a few drops of the R.R.P.P. Benedictines in water, prevents and cures the decay of the teeth, which are whitened and consolidated, while the gums are perfectly fortified and restored. It is a real service rendered to our readers to point out to them this old and useful preparation, the most curative, and the only preservative from all dental disorders.

Established 1807. 3, rue Huguier, 3
Paris 14^e. **SEGUIN BORDEAUX**

May be had at all good Perfumers, Chemists and Druggists of the World.

G. RENNIE STEWART, MANUFACTURERS' AGENT AND GENERAL COMMISSION MERCHANT, 12, D'Aguiar Street, Hongkong.

AGENT FOR

J. & R. HARVEY & Co., Dundashill

Distillery, Glasgow.

McKenzie, Driscoll & Co. Wine Shippers, Jervis de la Frontera, and Oporto.

Valentia Iron & Steel Co., Glasgow.

Pulsonier Engineering Co., London, Ice-Machines.

Wilson & Baird, Engineers, Ironworks, Glasgow.

Boyd & Robertson, Tweed Mills, Selkirk.

Clark Brothers, Tweed Mills, Galashiels.

Estimates given for supplying and fitting Machinery for Mills and Factories.

Illustrated Catalogues and Price Lists for kinds of Engineering Machinery, Soda Water Machinery, Steam and Sawing Machines, and Wood Working Machinery, Bottling, Corking Machines, Cooking Stoves and Ranges, Lamps, etc., Canned Goods, Felt and Pith Hats and Helmets, Paints, Cils, Varnishes, Enamels, etc., etc.

Samples of Wines, Spirits, Woolen Goods, Linoleum, Floor Cloth, Machinery Belting in Leather, Rubber, and Patent Tanned Hair, Patent Scandinavian Belt Guides, Engine Packing, Rubber Sheets, Valves and Washers, etc., etc., can be seen and prices ascertained at the above address.

The Pulsonier Engineering Co.'s No. 1 Champion Hand Ice-Making Machine can also be seen and tried.

Hongkong, 28th August, 1890. [1230]

J. & R. HARVEY & Co., DUNDASHILL DISTILLERY, GLASGOW.

Established 1770.

SCOTCH WHISKIES.

Finest Pure Malt Scotch Whisky.

O.H.M. Old Highland Malt Whisky.

F.O.S. Fine Old Scotch Whisky.

V.O.S. Very Old Scotch Whisky.

MESSRS. HARVEY & Co.'s Pure Malt Whiskies have for over fifty years commanded the largest sale in the English Market OF ANY WHISKY made in Scotland, and being thoroughly matured in Sherry Wood are very mild and mellow, and are confidently recommended where a Pure, Wholesome Spirit is desired.

Over one million Gallons produced annually.

For Prices and Samples, apply to

G. RENNIE STEWART, 12, D'Aguiar Street, Hongkong.

Sole Agent for China and Japan.

Hongkong, 28th August, 1890. [1232]

PURE ICE.

IN from two to three minutes, by the Pulsonier Engineering Co.'s Champion Hand Ice-Making Machine.

NO FREEZING POWDERS REQUIRED.

Will Ice Carafes in one minute, and make Block Ice and Ice Cream, Ice Sparkling Wines, Soda Water, Beer, etc.

The No. 1 Machine is very portable and compact—Measurements 24" by 18" by 12".

The No. 1 Machine can be seen and tried, and its use ascertained at the Office, No. 12, D'Aguiar Street.

All Machines tested by actual Ice-making before delivery.

G. RENNIE STEWART, Agent, Hongkong.

Hongkong, 28th August, 1890. [1213]

NOTICE.

JAY'S SANITARY COMPOUNDS COMPANY, LIMITED.

JAY'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit buyers, at Wholesale Prices. Extra Special Shipping and Large Orders.

J. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 1889.

[12]

To be Let.

TO LET.

NOS. 7, 9 & 11, SEYMOUR TERRACE.

No. 4, OLD BAILEY STREET.

OFFICES and CHAMBERS in Connaught House, Queen's Road Central.

OFFICES in Victoria Buildings, TUSCULUM, MAGAZINE GAP.

No. 3, GOUGH HILL, The Peak, Furnished.

Apply to DAVID SASSOON, SONS & Co., Hongkong, 10th October, 1890. [113]

TO LET.

With Immediate Possession:

BLUE BUILDINGS, FIRST FLOOR of No. 1.

GROUND FLOOR of No. 2.

FIRST FLOOR of No. 3.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd., Hongkong, 29th October, 1890. [1503]

TO BE LET.

THREE HOUSES at Wild Dell Buildings, Wanchai Road.

A BUNGALOW and HOUSE on the Upper Richmond Road.

No. 1 RICHMOND TERRACE, Six Dwelling Rooms, English Kitchen, Fowl House, Conservatory, and well shaded Tennis Lawn.

Apply to HENRY HUMPHREYS.

TO BE LET OR SOLD, On favourable terms, with Immediate Possession.

EIGHT HOUSES at "Mountain View," a Peak District, near Plunkett's Gap.

If sold part of the Purchase money can remain on Mortgage.

Apply to JOHN A. JUPP, 36, Queen's Road Central, Hongkong, 4th October, 1890. [1146]

TO LET.

FROM the 1st November next, Nos. 6 and 9, UPPER MOSQUE TERRACE.

For particulars, apply to H. J. SAMPSON, No. 7, Connaught House, Hongkong, 2nd October, 1890. [1382]

TO LET.

TWO Comfortable and well furnished Bed-Rooms, with or without board.

Apply to Nos. 23 & 25, QUEEN'S ROAD EAST, Hongkong, 27th September, 1890. [1359]

TO LET.

Immediate Possession.

OFFICES at No. 17, Praya Central (above Messrs. Douglas, Laprak & Co.'s Premises).

Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd., Hongkong, 23rd October, 1890. [1346]

TO LET.

FIRST FLOOR of HOUSE, 15, Praya Central.

2ND FLOOR of HOUSE, No. 64, Queen's Road Central.

Apply to LAI HING & Co., No. 153, Queen's Road Central, Hongkong, 22nd March, 1890. [469]

For Sale.

KUN LUN, No. 9, WYNDHAM STREET.

CHINESE PORCELAIN WARE and CURIOS, &c.

CHINESE EMBROIDERIES, EMBROIDERED MANDARIN CLOTHING, &c.

Prices very moderate.

Hongkong, 25th October, 1890. [1484]

NOW READY.

A SECOND EDITION OF THREE THOUSAND COPIES OF

"THE LAW OF STORMS IN THE EASTERN SEAS,"

(by W. Dörre, Director of Hongkong Observatory).

THIS useful work has been re-written and greatly enlarged, and is illustrated by lithographs showing the courses of the typhoons of late years.

The pamphlet is issued at One Dollar, and may be obtained from

Messrs. Kelly & Walsh, Limited, Hongkong.

Messrs. G. Falconer & Co., "

" C. J. Gump & Co., "

" F. Blackhead & Co., "

" Heermann, Herbst & Co., "

" More & Selmund, "

Mr. W. Brewer, "

The Hongkong Trading Co., Ltd., "

Mr. M. F. de Silva, Canton, "

Messrs. de Mello & Co., Macao, "

Mr. N. Moile, Hongkong, "

Messrs. Hodge & Co., Fochow, "

Messrs. Kelly & Walsh, Limited, Shanghai, "

Messrs. Kelly & Walsh, Limited, Yokohama, "

Rev. S. J. Smith, Bangkok, "

Messrs. Sayle & Co., Ltd., Singapore, "

Messrs. Amédée Price & Co., Paris & London, "

or the "HONGKONG TELEGRAPH" OFFICE, Pedder's Hill, Hongkong, 17th September, 1890.

CARBOLINEUM AVENARIUS, (REGISTERED).

AN ANTISEPTIC PAINT for the Preservation of Wood, Walls, Ropes and Ship's Tackle. May be applied to Beams, Floors, Wainscoting, Wooden Ornaments, Eaves, Roofs, Wooden Sheds, Farmers' and Gardeners' Implements, Carriage Parts, Trunks, Sables, Crates, Bridges, Boats, and all Timber underground. Effectually excludes all dampness from walls, painted with it and entirely prevents the crumbling away and decay of both stone and bricks. White ants do not touch wood painted with Carbolineum Avenarius. Used during the last 14 years with the utmost success, as proved by numerous Testimonials from living authorities. Sold in casks of about 450 lbs. net. Price 5 cents per lb. For further particulars apply to

S. CHEELE & Co., Sole Agents, No. 16, Stanley Street, Hongkong, 2nd December, 1889. [129]

For Sale.

FOR SALE.

THE SHIPMASTERS' HANDY BOOK, by G. C. ANDERSON.

At Messrs. Falconer & Co.'s, Messrs. Lane, Crawford & Co.'s, and Mr. Walter Brewster's, Hongkong, 20th October 1890. [1162]

FOR SALE.

THE Schooner "MONTIARA,"

Length.....75 feet.

Beam.....18 "

Depth of hold.....7 1/2 "

Registered tonnage.....75 tons.

(Owing to recent alterations the carrying capacity of the Montara has been increased to about 120 tons, dead weight.)

The Montara